

## REPORT

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# INFORMATION REPORT

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**SUBJECT**    **The Skoda Works at Prague-Smichov**

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1. The Prague-Smichov Skoda Works are bordered by the Smichov railway station and Krizova Street.
2. The entire plant is surrounded by a wall 2.5 m. high. The portion of the wall facing Krizova Street is partly wooden. Several gatekeepers are stationed at the main entrance [redacted] as well as at the entrance to ASAP [redacted]. The gatekeepers are mostly disabled workers and are quite harmless. The workers' militia consisting of about 400 uniformed men is very powerful; the men are well equipped and have motorcycles and cars at their disposal. When they are not on duty, they are used in Prague during celebrations. Among them are many "reactionaries".
3. In accordance with post-war planning, the works are producing:
  - a. Machine Tools
    - 1) Automatic turret lathes with pneumatic switches for the production of bullets (rate of one bullet per minute).
    - 2) Fully automatic lathes with horizontal face plates for the production of shells over 300 mm. in diameter. (These lathes were originally ordered for the USSR in 1940 but were never delivered.)
    - 3) Lathes with a tail stock clearance of 140 mm.
    - 4) Lathes, type SUR, universal high speed, with a working swing from 250 mm. to 500 mm. (This type has 84 different movements.)
    - 5) Turret lathes, with a diameter from 36 mm. to 52 mm. and a speed of 6,000 rpm.
  - b. Diesel Engines

Type 110, 1 cylinder, 4 stroke, 25 hp, and intermediate types up to the Singapore type 6 V of 1,000 hp. The intermediate types include 12 models of stationary engines.

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Only the turret lathes and Diesel engines will continue to be produced at Smichov. The machines for making the other lathes are being transferred to Slovakia. The managing director, Ing. Josef Karpisek, is also being transferred there.

4. It is not possible to enlarge the plant because it is bordered on one side by a railway station and on the other side by a street.
5. Supplies of cast iron and steel are obtained from the forges and cast iron foundry in Plzen.
6. Transportation is mostly by rail. There is a private branch line from the Smichov railway station.
7. Only electric power is used. The power reaches the plant by underground cables from a point known as Divci Hradý (Maiden Castle) about 1 km. west. Then it is carried above ground by high-voltage wires. The source of this supply is Blovice near Plzen.

8. The workers number 2,500 with a fluctuation of 200.

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9. Bottlenecks occur in the following phases of production:

- a. The ball mills are experiencing a shortage of grinding machines for grinding the bearings of machine tools. These are very good machines, but they are expensive and the time of delivery is very long.
- b. Lack of bronze for ball bearings is causing difficulty. Many machines have been rebuilt to operate without ball bearings. Thus minor production problems arise and the life of the machines is short. The vulnerable point lies in the switchboard.

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10. The managing director is Ing. Stasny, and the service chief is Genek Mahalous.

11. The works are laid out as follows:

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- a. [ ] a four-story structure on the plant side; on the street side it has only one story. On the first floor there is an experimental workshop and a small storeroom. On the second floor are an apprentices' workshop and a storeroom containing spare parts for Diesel motors. On the third floor is a storeroom for spare parts and on the fourth floor, the technical offices.
- b. Foundry [ ] This is very modern and is equipped for so-called casting into concrete.
- c. Mechanical Workshops [ ] The main building is a three-story building. On the first floor there are technical offices for distribution, work, planning, and supplies and the office of the chief of production. On the second floor are a preparatory room for production, technical offices, a standardization room, and a working and training room. On the third floor are the Diesel motors shop, a construction room, technical offices, and offices of chiefs of all departments. The Diesel motor chief is always deputy manager of the plant.

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- d. Boiler Room [ ] Heating for the whole plant.

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- e. ASAP [ ] This building is now used as laboratories for physical research by the entire Skoda Works (Plzen). In 1948, the head of research was Dr. Tayerle; Professor Bednar was engaged in radar; Dr. Kochanovska in radium; Dr. Trousil in high and low-voltage electricity. Laboratories for technical and mechanical research are located in this building. Car production was moved from this building to the Letna Circus building, and the production of revolver (sic) machines was to have been moved there but has not been moved yet. In April 1949, the management of Kovo decided to withdraw the

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production of explosive motors from the works, which are notespecially occupied with this production, and to concentrate it in a new national corporation under the title of "Explosive Motor, N.C." Ing. Zelezny, the managing director of PAL, N.C., was entrusted with the planning and completion of the production program, but his position will be taken by the  Communist Dr. Hanka, a former technical deputy manager of PAL, N.C. (Ing. Zelezny is the former owner of the Jikov firm in Velesin, an aeronautical and motorcar works for a subsidiary industry.) Skoda is opposed to losing the production of explosion-proof motors. 50X1-HUM

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